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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

25X1A

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SUBJECT Data on Soviet Towns

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1. The population of Aleksandrov (5621N-3912E) was about 50,000 in 1947. Its significance lies in the fact that it is a railway junction town and is the center of the Aleksandrovskiy Rayon in Vladimirskaya Oblast. It has an intermediate school, a trade school for railway workers (Lokomotivnaya Uchebnoye Uchilishche), located on Revolyutsiya Street; a radio receiver and electric motor factory (Radio Zavod), a leather factory (Iskozhdetal') and textile plants. Along the railway not far from the station a locomotive depot and repair shop and a wagon repair shop were located. In this shop bodies of freight and passenger cars were repaired. There were about 50 new locomotives in the depot. There was also a spare parts depot for the repair of locomotives. I know of several kinds of locomotives: "Sergo Ordzhenikidze" was made in two models: an ordinary locomotive and another used for travel in desert country, where conservation of water is important. This model used the same water by condensing the steam into water again. The markings on these locomotives were "Sergo Ordzhenikidze" 13; the number 13 indicated the distribution of weight per axle, which was 13 tons. There were five axles; therefore there was a load of 65 tons per locomotive. The Sergo Ordzhenikidze locomotive was considered the best. It had been used on northern tracks, north of Moscow, but was replaced by the "Lebedinskiy" locomotive which is very powerful and started automatically. The "Sum" type locomotive was used for passenger cars. The "2U" locomotive was the old type. The "Pobeda" was a new

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locomotive used on the Leningrad track. The "Krasnaya Strela" was also a new very fast locomotive. The "ED" (Elektricheskaya Dzerzhinskiy) was a powerful locomotive but it used too much coal. The "LE-112" was an electric locomotive used on the Aleksandrov-Moscow track. There were no street cars in Aleksandrov although there was electricity. There were no special warehouses except those at the railroad station. There was a great market place. The old buildings were built of wood while the new buildings were built of brick and cement blocks. The roads were of asphalt, not very wide, but wider than the roads in Germany. There was a non-stop train from Aleksandrov to Yaroslavl. In 1947 I heard that they were going to electrify that line. The largest rubber factory in the world [sic] is located in Yaroslavl (Rezinno Kombinat). All kinds of rubber goods, from tires to galoshes were produced here and the Soviet Union was supplied with rubber goods from this plant. From Aleksandrov to Pushkino there is a double track railway and from Pushkino to Moscow a four-track railway. Reserve tracks are stored along the tracks at every kilometer. I also heard that a new double track railway was built from Moscow to Leningrad.

2. Levshino (5807N-5615E) is 15 kilometers north of Molotov. It is a small place. It has a small railway station, with double electric tracks leading east. There are three tracks at the station. Passenger and freight cars moved about every ten minutes.

I only passed through Levshino once. I do know that Levshino had a large cement block plant.

3. Molotov (5800N-5615E) is a rather large place, but I don't know its population. It has a large railway station with many tracks; the railway line from Moscow to Molotov had double tracks. The trains going to Moscow have steam engines. A new type of locomotive is used on this line. Across the Kama river at Molotov is a railway bridge with double tracks one and a half kilometers long. Electric trains on double tracks run from Molotov to Sverdlovsk. The electric trains operate along a wire above. I think that the trains are better and faster than German trains. Molotov used to be called Perm. At the Molotov station the tracks are marked Perm 1 and Perm 2. Perm 1 leads to Vladivostok and Perm 2 to Moscow. There are street cars in Molotov. There is a new Aviation Plant in Molotov called Zavod Imeni Stalina. It produces fighter planes and motors for all kinds of planes. I was told there were many military plants in that region but I do not know the details because I stayed in Molotov only a few hours. I heard also that there is a four-fold railway track in the Urals along Kazan'. All trains in the Urals are electric.

4. Sima (5641N-3933E) has a population of about 6,000. It has no railroad and the nearest RR station is 20 miles away. Sima was a small agricultural center with an intermediate school, a general hospital and a maternity hospital. It had a Spirtzavod (Distillery), a Maslozavod (Oil Plant), three Sovkhozes and a large MTS with various kinds of agricultural machinery, a motor park for cars and trucks, garage and repair shops. There was a large market place with shops where kolkhozniks from the surrounding kolkhozes could buy their goods and provisions. Sima was the center of the Sel'soviet. In 1949 three Sel'soviets were united into Simskiy Sel'soviet. The highway leading from Sima to Yuryev Pol'skiy was constructed of cobble stones.

5. The railway car workshop Otkryabriy Zavod Sektor No 7 (Vagonnyy Uchastok) was located on Svelovskaya liniya, Butyrskaya blitsa, Moscow 15. The workshop was a one-story brick building, about 50 meters long and 30 meters wide.

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extension of Sector No 7 was located across the railroad tracks near the railway station. The whole sector employed about 1,000 workers. In the car repair section was a lumber yard, a paint shop and a depot. Bodies of freight and passenger cars were made in this sector.

- 25X1A 6. [redacted] I traveled with a group [redacted] from Moscow to Neustrelitz, via Smolensk, Gomel, Kovel and Warsaw. The trip lasted six to seven days. We traveled only at night and during the day the train was kept on sidings. We arrived in Kovel at night and were transferred from the wide gauge to the standard gauge train. That was the first time I saw the narrow (standard) gauge. I noticed that the trains ran much faster in the USSR than in Poland or Germany. In the USSR the train covered 800 kilometers in 12 hours. My train did not go through Brest. While I was in Kovel transferring to the standard gauge train I saw enormous cranes loading USSR coal from the platform.
7. The type of trucks sent to the western border were ZIS-150 four-ton trucks and GAZ (Gorkovskiy Avtomobil'nyy Zavod), very good five-ton trucks. There were very many of them loaded on freight cars on the way to the western border. I have no information about demountable trucks. The GAZ truck is considered one of the best.
8. As far as I know the track gauge throughout the Soviet Union is the same, ie, is wide gauge (five feet). I do not believe streetcar tracks would be strong enough to support railway rolling stock. The Metro gauge must be the same as others.
9. An electric power plant was being built on the Kama, near Levshino in 1949. I know of no new industrial construction in Levshino area.
- 25X1A 10. There were many labor camps in the Molotov Oblast according to people who were [redacted] but I do not know their size or their number. The Levshino Corrective Labor Camp was about four kilometers directly west of Levshino across the Kama river. There were about 2,000 inmates, mostly young people; among the older people there were lawyers, doctors and other professional men. The Levshino camp inmates worked on the construction of the power station on the Kama river. [redacted]
- 25X1X 11. The Levshino camp worked on the electric power project. Most of the inmates worked as unskilled laborers, transporting dirt, digging etc. [redacted] for the laying of pipes. There were many large machines and tractors at the project but I have no details about them. I heard also that many camp inmates worked in factories in Molotov.
- 25X1A 12. [redacted] camp [Point No 3 on the sketch] (Enclosure (A)) was located on a hill. Across the river Kama and above the railroad track on another hill were some low flat-roofed buildings. The distance (as the crow flies) between the two hills was from three to four kilometers. I could never come near the area on the other hill. I know only what I saw from a distance and what I was told about it by [redacted]. I was told that the three buildings on the hill were plants: an ammunition plant, an aviation plant and a chemical plant. I was also told that the buildings were constructed so low and flat-roofed so that planes could not see them from the air. The plants could not be seen from the railroad tracks below. The whole compound on that hill was surrounded with wire and well guarded. There were also workers' barracks. I was told that the workers in those plants worked only four hours per day in shifts.
- 25X1X 13. I do not know much about the power station project [redacted]

-end-

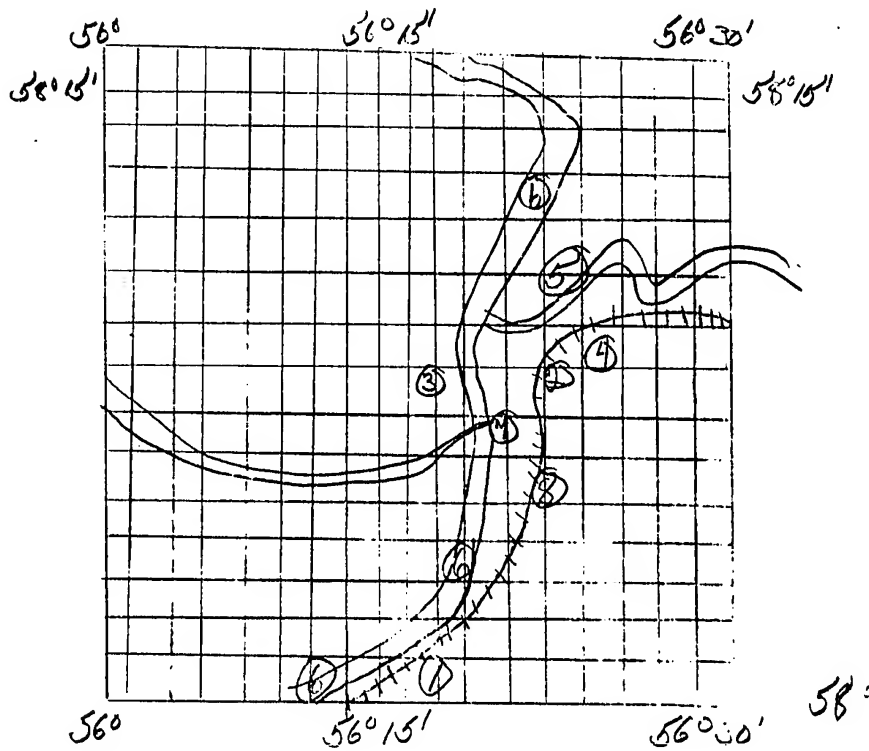
ENCLOSURE (A): Sketch of Levshino and Vicinity with Legend

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ENCLOSURE (A)

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Legend

1. Belotov (56001-5615E)
2. Levshino (56001-5624E)
3. Labor Camp
4. Plants
5. Chusovaya River
6. Kama River
7. Dam
8. Double track electric railroad

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